

The following implementation issues will require further action by the CMA or may require legislative action. The issues are divided into three categories: short-term, long-term and ongoing.

SHORT-TERM

Short-term issues should be resolved during fiscal years 2008-2012.

- Continue to explore more effective means of coordinating land use.
- Assist in implementing TOD in Alameda County.
- Update the Countywide Model to reflect the most recent ABAG Projections series.
- Develop a program for HOT lane revenues consistent with Board policies and statute.
- Ensure that priority projects in *Transportation 2035* and the *Countywide Transportation Plan* match available funding sources.
- Develop funding sources to cover SMART Corridor operations and maintenance costs.
- Develop a program of incentives and requirements for including energy reducing elements to traffic and road lighting systems and transportation/transit physical improvements.

LONG-TERM

The following long-term issues will be considered during the 2012 update of this Plan.

- Work with transit operators to identify revenue sources to address transit capital shortfall needs beyond those currently identified in this Plan. Ensure that the cost for any transit expansion includes the cost and funding source for transit capital replacement.
- Work with local jurisdictions on potential new revenue sources to meet the maintenance backlog of the non-MTS streets and roads, non-pavement maintenance and seismic retrofit of local bridges.
- Monitor the effectiveness of the Plan using the adopted performance measures. Some performance measures may need further refinement in order to be quantified and monitored.
- Update the *Countywide Transportation Plan* every four years.

ONGOING

Several ongoing issues have no time limitation.

- The CMA will need to secure new funds to make up the shortfall in transportation improvements identified in the Plan. The CMA will continue to advocate for new transportation revenue sources

including, but not limited to: a regional gas tax, vehicle registration fees, federal congestion mitigation and air quality funds, increased bridge tolls and development impact fees.

- The CMA will provide ongoing advocacy for new reliable sources of revenue for operating and maintaining existing roadways and transit systems, including SMART Corridors.
- Corridor studies will be prepared, where appropriate, to consider improvements to enhance traveler's mobility.

During each funding cycle, candidate projects will be evaluated for consistency with the goals, policies and the approved capital investment program of the *Countywide Transportation Plan*.